

ORDINANCE 431—EXHIBIT A

18.70.070 Adequate roads – Road capacity level of service (“LOS”) standard.

The following calculated level-of-service standards shall be considered adequate and shall apply to all public roads:

- (1) LOS standard E for First Avenue South;
- (2) LOS standard D within the urban center boundary, as shown in Figure 2LU-1.11 of the Comprehensive Plan;
- (3) LOS standard D for the intersection of SW 128th Street and Ambaum Boulevard SW;
- (4) As mandated by State law, the City of Burien adopts LOS “D” for SR-509 and SR-518 (highways of statewide significance) and an LOS of “E/mitigated” for the segment of SR-509 from 1st Avenue South to Burien City Limits (highway of regional significance), or whichever LOS is currently adopted by the Washington State Department of Transportation;
- (5) LOS standards C for all other roadway facilities and services.

18.70.080 Adequate roads – Applicability of capacity standard.

The road adequacy standards as stated in BMC 18.70.070 shall apply to all public county, city or state roads, other than freeways, provided that no improvements to state roads shall be required unless the state requests such improvements and there is an agreement between the state, city and applicant.

18.70.090 Adequate roads – General conditions.

(1) A development proposal which will have a direct traffic impact on a roadway or intersection which results in a calculated level of service worse than set forth in BMC 18.70.070 shall not be approved unless:

- (a) All transportation facilities are adequate at the time of development and transportation impacts will not negatively impact or reduce LOS elsewhere in the city; or
- (b) Funding is in place to complete the necessary improvements or strategies to accommodate transportation impacts within six years. Improvements are considered funded only when:
 - (i) Incorporated into the adopted City budget, or
 - (ii) Upon grant agreement, or
 - (iii) The applicant agrees to fund needed improvements, or
 - (iv) Upon a legally enforceable mechanism, such as a local improvement district, or
 - (v) Some combination of the above; or
- (c) The applicant phases the project or uses transportation demand management (“TDM”) techniques to reduce the number of peak hour trips generated by the project to attain the LOS required in BMC 18.70.070 or better;